



Construction Ahead!

Bridge work is focus of I-10 widening project in Redlands

Work is underway on the reconstruction of 11 freeway bridges, an important part of the Interstate 10 widening project between Orange and Ford Streets in Redlands.

The project includes four phases of work: improving the freeway shoulders, reconstructing the bridges, paving the new lanes and building sound walls. With the first phase of work completed last winter, crews quickly moved to the second

phase -- rebuilding the bridges that span this 2.5-mile section of freeway.

All of the 11 bridges now are in some stage of reconstruction. (See column at right for a summary of the process).

The bridge at **6th Street** is farthest along in the process. This bridge recently completed a 60-day concrete settlement period, and crews are installing couplers and preparing to form, place rebar and pour concrete for the approach slabs. Four bridges -- at **Orange Street, Church Street, University Street** and **Highland Avenue** -- are in various stages of this 60-day period.

Crews poured the concrete for the **Palm Avenue** bridge deck in early August and will do the same for the **Cypress Avenue** bridge this month. At the **Citrus Avenue** bridge, crews demolished sections of the bridge that extended over the freeway in July.

Crews are pouring concrete for walls and columns at the **Ford Street** bridge and **Redlands** offramp. At the **Redlands Overhead** (the bridge over the railroad tracks), falsework was erected last week, and demolition is set for August 16 and 17.



Atkinson Construction crews install rebar on the freeway bridge deck at 6th Street in Redlands.

How to widen a freeway bridge...

The general steps involved in widening a freeway bridge include:

- Demolishing and removing concrete from the existing bridge to create a smooth point for the old and new bridge to join
- Excavating for the foundation support and building the foundation
- Building walls, columns and/or the bridge abutment -- the foundation at the beginning and end of the bridge
- Erecting falsework - a temporary system to support the bridge during construction
- Building forms for the lower portion of the bridge and placing steel rebar for support
- Placing concrete for the lower half of the bridge and interior beams
- Constructing forms and placing steel rebar for the bridge deck, followed by concrete
- Allowing the concrete to cure for seven days
- Strengthening the bridge with thin steel cables pulled through the structure
- Allowing the bridge to settle into final position for 60 days
- Building forms and placing concrete to close the space between the main bridge sections
- Building the concrete approach slabs -- the concrete transition from roadway to bridge deck

Thank you for your interest in the Redlands Interstate 10 widening project. If you know someone who would like to receive **Construction Ahead** or if you wish to be removed from our mailing list, please send your request to cdonahue@sanbag.ca.gov or call (909) 889-8611 x102.

2 Construction Ahead

Interstate 10 East Valley Improvements -- I-10 Widening Update

We're listening ...

For questions about this project, call the I-10 helpline at (909) 889-8611 x102. Callers may leave a message, which will



be returned by the next business day.

Do not use the helpline to report emergencies; instead, call 911.

Coming soon: Paving of new freeway lanes

Construction crews are excavating dirt in the freeway median to prepare for lane paving later this year.

Excavation will be underway throughout the month of August, requiring the night closure of two eastbound lanes and two westbound lanes.

The excavation is an early stage of the lane paving. Crews are moving dirt to other areas of the project and then will grade within the median and place a sub-base layer. Next, they will lay a lean concrete base, followed by a thin layer of asphalt concrete, which will be topped by a 9"-12" layer of concrete.

A concrete median barrier will be built next, and then traffic will be shifted toward the median to allow sound wall work to start along the shoulder.

Construction workers chase, collar suspected purse-snatcher

When Nick Rotondi and Guy Levi Kelly reported to work on June 19, they had no idea that they would be chasing an "America's Most Wanted" suspect through the streets of Redlands that morning.

Rotondi and Kelly, who work for Atkinson Contractors on the Interstate 10 widening project, responded to the pleas for help from Katherine Bolter, whose purse was snatched outside a business complex on Orange Street.

The pair paused their construction work on the Orange Street bridge and took off running after the suspected purse-snatcher. Rotondi eventually tackled the suspect, and then both men held him until police arrived moments later.

Police learned later that the suspect, Jesse Anthony Caron, 28, was featured on the Fox's America's Most Wanted on February 4. He was wanted in connection with robbery, assault, auto theft, burglary and weapon possession, and was listed as a "person of interest" in a rape case.

Bolter was grateful for the assistance that Rotondi and Kelly provided. In a June 20 Press-Enterprise story, she said, "These men (Rotondi and Kelly) have to be commended. They are just really, really wonderful guys."

Redlands Mayor Jon Harrison and Police Chief Jim Bueermann thanked the duo for their bravery by presenting them with certificates of appreciation during a meeting in July.

Freeway Service Patrol gives I-10 drivers peace of mind



Breaking down on the freeway is no fun, but the I-10 Freeway Service Patrol is making life easier for motorists who experience vehicular problems during weekday peak commute hours.

The FSP helps relieve traffic congestion by aiding stalled freeway motorists. It also reduces "lookie-loo" drivers who slow down to watch, which in turn helps prevent secondary accidents. The FSP also creates safer driving conditions and improves air quality by increasing traffic flow.

Since the program started in late November, more than 1,500 motorists have been assisted. The peak period for assists each month is from 3 p.m. to 4 p.m., in which more than 21 percent of the need arises.

In June, FSP operators helped 245 motorists, the most per month since the program began. Overheated vehicles have been the most common problem that the tow truck drivers have encountered. Other problems included:

- | | |
|-----------------------------|--------------------------|
| ■ 215 mechanical breakdowns | ■ 57 abandoned vehicles |
| ■ 131 flat tires | ■ 22 electrical problems |
| ■ 83 accidents | ■ 28 debris clearance |
| ■ 73 empty gas tanks | ■ 2 vehicle fires |

The FSP is funded through a grant by the Mobile Source Air Pollution Reduction Review Committee, with a contribution by Measure I, the half-cent sales tax for transportation improvements in San Bernardino County.